

Today's
Advertisements.

**THEATRE ROYAL,
CITY HALL**
TO-MORROW! TO-MORROW!!
GRAND SMOKING CONCERT
AND
VARIETY ENTERTAINMENT.

(Under the auspices, and with the kind assistance of some of Hongkong's Leading Amateurs.)
POPULAR PRICES! POPULAR PRICES!!
POPULAR PRICES!!!

LOOK OUT FOR THE AMERICAN
HUSTLER.

FRANK BURTON.

ALL ARE INVITED TO WHAT WILL BE
A CAPITAL NIGHT'S FUN.

PROGRAMME:—

- PART I.
1.—Overture (Piano).....Mr. Nat. Ruchwaldy.
2.—Song.....Selected.....Mr. R. F. Lammert.

- 3.—Song....."The Curlew drops the act is done.".....Mr. Payco.
4.—Song....."Shill Hi Whiskers Grew.".....Mr. R. Lang.
5.—Dance.....Top-boots Dance.....Messrs. Planching and Newman.
6.—Lecture....."Hustling Around the World.".....Frank Burton.
7.—Song....."A Little of the World and its ways.".....Mr. C. T. Robison.

INTERVAL OF 15 MINUTES.

- PART II.
1.—Pianoforte Selection.....Mr. N. Ruchwaldy.
2.—Dialects Take off.....The Hustler.
3.—Song....."Down Our Street.".....Mr. R. Lang.
4.—Dance.....Stator.....Messrs. Planching, Payco and Newman.

- 5.—Song....."U.S. and Downs of a London Lamp-lighter.".....Mr. C. T. Robison.
6.—Song....."Only a Year Ago.".....Mr. A. Headley.
7.—Song....."Standing on the Corner.".....The Hustler.

Popular Prices:—
Dress Circle.....\$2.00
Stalls.....1.00
Back Seats.....0.50
Doors Opened at 8.30 P.M.
Smiling Commences at 9 P.M., Sharp.

BOX OFFICE at Messrs. W. ROBINSON & Co.

FRANK BURTON,
The American Hustler,
Manager.

Hongkong, 28th August, 1896. [1359]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVOLICH,"
FROM ANTWERP, LONDON AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th September or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st September at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th July, 1896. [1358]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship.

Captain Baker, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 28th August, 1896. [1356]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED,"

Captain Bartlett, will be despatched as above on WEDNESDAY, the 2nd September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1896. [1313]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship.

"MEMNON,"

Captain Reese, will be despatched on THURSDAY, the 3rd September, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1896. [1361]

FOR NEW YORK.

THE 3/4 A.I. American Ship

"SAINT MARK,"

Dudley, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 28th August, 1896. [1317]

Today's
Advertisements.

HONGKONG RIFLE ASSOCIATION.
COMPETITION.

THE SHORT RANGE CUP AND SPOONS
will be competed for TO-MORROW
(SATURDAY), the 29th instant, over the 200
and 300 yards distances; under usual conditions.
Firing to commence at 2.45 P.M.

T. SMYTH,
Honorary Secretary.
Hongkong, 28th August, 1896. [1350]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

"PAKHOI,"

Captain Stott, will be despatched as above TO-MORROW, the 29th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1896. [1350]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KURRACHEE, ADEN, SUEZ,

PORT SAID, BRINDISI, VENICE,

TRIESTE.

(Taking Cargo at through rates to CALCUTTA,

MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, NATAL,

EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship

"MEDUSA,"

Captain Waller, will be despatched as above on FRIDAY, the 4th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 28th August, 1896. [1241]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd Nov. 1896. [127]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 28, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

THE CRISIS AT ZANZIBAR.

LONDON, August 26th.

Her Majesty's ships *St. George* and *Racepoint* have arrived at Zanzibar and have landed 250 men. The ships' guns command the palace. Said Kaid's force numbers 2,500 well armed men.

An ultimatum to Said Kaid demands his surrender by the morning, failing which the palace will be bombarded.

(From *Diario de Manila*.)

SPAIN AND THE POWERS.

MADRID, August 12th.

It has leaked out that the Government have sent to the Powers a memorandum on the subject of the present relations between Spain and the United States and the war in Cuba.

In the memorandum to the Powers all the false and malicious reports about atrocities perpetrated by the Spanish Forces in Cuba are completely disproved. It is also positively declared that Spain is disposed to come to any terms compatible with a proper sense of her honor and dignity, but this can never be until she has effected a crushing defeat of the Cuban rebels and fully confirmed her sovereign rights in the island.

The Government is now estimating the amount of moral support to be relied on to induce the Government of the United States to observe strictly the international laws of neutrality.

MADRID, August 16th.

President Canovas has stated that although a Memorandum on the crisis in Cuban affairs was drawn up ready for presentation to the Powers, yet it has not been forwarded to the European Powers.

MADRID, August 17th.

President Canovas, speaking in the Cortes, said he freely admitted that in international questions it was necessary to proceed cautiously, but in any stage of the question with the United States the national honor of Spain was injuriously affected; however slightly, Spain will go to war to uphold her honor utterly regardless, and without considering, of the strength of the forces arrayed against her.

MORE WARSHIPS.

MADRID, August 12th.

The naval authorities have decided to procure two more torpedo-destroyers, of the *Destructor* type.

A contract has been signed with Messrs. Ansaldo of Genoa for the construction of two armoured cruisers—one to be delivered in five months and the other fifteen months hence. It is probable that the Government will buy the *Garibaldi*.

ANOTHER REBEL LEADER SLAIN.

MADRID, August 12th.

General Weyler reports that the rebel Chief Sierra has been killed.

YANKKEE GRAB.

MADRID, August 20th.

The Custom House authorities at New York have detained the barque *Tres Amigos* on account of the suspicious nature of her cargo.

MADRID, August 20th.

TERRIFIC CYCLONE IN VALENCIA. MADRID, August 20th.

A terrific cyclone swept over Valencia yesterday, doing enormous damage to the city and surrounding country and causing many deaths.

THE PHILIPPINES ESTIMATES.

MADRID, August 21st.

Her Majesty the Queen has signed the estimates for the Philippines.

A GIGANTIC CONSPIRACY.

MADRID, August 22nd.

The Minister for Foreign Affairs has read in the Camera a telegram from the Governor-General of the Philippines giving information of a gigantic conspiracy to overthrow the reigning dynasty.

This official announcement has caused a great sensation. Party leaders and the Press of all shades of opinion unanimously offer their unconditional support to the Government.

The Government have just set up a Club known as the "Spanish-Philippine Association," situated in Relatores Street. The Vice-President, Treasurer, and Secretary of the Club have been arrested and cast into prison.

MADRID, August 22nd.

M. Via Perlay (a Frenchman), Vice-President of the Spanish-Philippine Association; Dr. Moreira, Secretary Victoriano Zapatero, and Treasurer Victor Gallego are still in prison, awaiting trial for treason.

MORE ARRESTS!

MADRID, August 23rd.

Don José Oriole, D. Thomas Arejola and Don Francisco Colon have been arrested, owing to their being implicated in the conspiracy hatched by the leaders of the Spanish-Philippine Association.

The police are hunting up more of the conspirators.

(From *L'Avenir du Tonkin*.)

IN MEMORIAM DOUDART DE LAGREE.

PARIS, August 15th.

A monument has been erected at Grenoble to Doudart de Lagree, French explorer of the Mekong, amidst a large gathering of the colonial party. M. Labon paid a glowing tribute to the explorer, and M. de Myre de Villers said that France owed to Doudart de Lagree an empire which would ultimately compensate for the loss of India.

(From *Tanjanika Papers*.)

COLLISION IN THE STRAITS.

SHIMOGAKI, August 19th.

The steamer *Fukushima-maru* which collided with the steamer *Tennison* yesterday was only slightly damaged, and will be temporarily repaired here and then proceed to Osaka. The *Tennison* escaped undamaged.

NEW STEAMSHIP SERVICES.

TOKYO, Aug. 21st.

The proposed steamship service on the War Department between Japan and Formosa will be made a weekly service, instead of tri-monthly. The steamers are open to carry a few passengers and a certain amount of cargo. They will run between Kobe and Kailung via Moji and Nagasaki and the management of the service will be entrusted to the Nippon Yusen Kaisha.

The Government has had under consideration a proposal to subsidize some company to open a steamship service to Formosa and Vladivostok, but the project has been abandoned for the present fiscal year, as steamers chartered by the Naval and Military Departments will be used.

TELEGRAMS.

A NAVAL CONFERENCE.

TOKIO, August 13th.

A conference of Admirals will be held some time next month.

ANOTHER RISING IN KOREA.

TOKIO, August 13th.

A telegram has been received by the Government announcing that the rebels have risen at Salsan, Chung-chong-do, Korea, and freely plunder the inhabitants. The head of the district applied to the Governor of Kunsan for assistance, and about 100 soldiers were promptly sent into the disturbed district. Nothing happened to the Japanese troops guarding the telegraph line.

JAPANESE OFFICIALS.

TOKIO, August 14th.

Mr. Moton Hirokichi (son and heir of Count Moton), an assistant diplomatic official in the Legation at Peking, has been appointed a third-class Legation Secretary and assigned to Peking. Mr. Yushima Chinsai, the first-class interpreter in the Legation at Peking, has been ordered to Amoy on official business.

RELIEVING DISTRESS IN FORMOSA.

TOKIO, August 14th.

The Governor-General's office granted 50,000 yen yesterday for the relief of the inhabitants in the vicinity of Utsin, who suffered from the recent rising there.

NAVAL AND MILITARY MOVEMENTS.

TOKIO, August 24th.

Colonel Tanchiya, head of the 2nd section in the General Staff Department, proceeded to Vladivostok the day before yesterday. On his way home, he will make an inspection of the northern part of Hokkaido.

THE CHARGE OF COWARDICE AGAINST ARMY OFFICERS.

TOKIO, August 14th.

A telegram was received by the Government last night from Formosa, announcing that Major Sato, in command of the 3rd battalion of the 4th Infantry Regiment and Captain Ishizuka have been tried by court-martial, and Lieut-Colonel Masuda, in command of the 4th Infantry Regiment, and Captain Fureuchi are expected to be arraigned also. Some of the civil officials will be punished as well.

LOCAL AND GENERAL.

On the 20th instant the Illis Relief Fund raised in Nagasaki amounted to close on \$500.

H.M.S. *Humbler* is now at Hakodate supplying the cruising squadrons with stores and provisions.

The French Consul, Comte de Chaylard, has left Tientsin for Manchuria, and will probably return to Tientsin via Vladivostok.

The number of letters and papers passed through the Royal Post Office in Seoul during the month of July was 17,339, an increase of 1,921 over the previous month.

The inventor of Japanese smokeless powder, Mr. Sakurai Yukiichi, is building a factory in Fushio, Yashima District, Osaka. The building will be finished next month.

By kind permission of Major Retallick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens to-morrow afternoon from 5 to 7 p.m., weather permitting.

The Ocean Co.'s steamer *Daucallon* arrived at Sandakan on the 6th instant, having been put on the Hongkong-Sandakan line. She proceeded to Davao Bay on the 10th instant.

Mr. R. A. FRASER, whose automatic railway-door controller appears to have "millions in it," is only 28 years of age. He was a clerkling at the Bank of Victoria, Melbourne, when the idea struck him, and the controller, on which Governor Brassey lately bestowed his warm approval, is the result of ten years' steady thinking.

VISCOUNT ENOMOTO, Minister for Agriculture and Commerce, entertained at dinner in the Koyokan, Shiba Park, Tokio, on the 18th inst., the Captain and officers, twelve in all, of the Mexican cruiser *Saragosa*, now at Yokohama. Marquis Ito, Admiral Viscount Ito, President of the Naval Staff Department, and other distinguished officers were present.

Thus the Sandakan *Thunder* of the 16th instant—Much sympathy is felt here for a resident in whose garden an unfortunate Chinese woman hanged herself. Such occurrences nearly within sight of one's front door are depressing. The Coroner's verdict was "death by suicide," but there was no evidence to show that she was insane—just so; but who is the depressed resident?

ABOUT three o'clock yesterday morning a number of ruffians, for whom the police are now diligently searching, boarded a fishing boat at Hingham and did to death an old woman, 66 years of age, and very nearly "did for" her husband. Nothing was stolen from the boat, and the motive for the crime is believed to be revenge. The murderers are known to the police, so there is reason to hope that they will soon be brought to justice.

El Liberal, one of the leading newspapers of Madrid, gives the following statistics as to the cost of the struggle for supremacy in Cuba:—In March, 1895, Spain sent to Cuba \$500,000; in April, \$400,000; in May, \$1,250,000; in June, \$1,800,000; in July, \$700,000; in August, \$1,600,000; in September, \$1,400,000; in October, \$700,000; in November, \$1,700,000; in December, \$4,000,000; in January, 1896, \$2,000,000; in February, \$3,000,000—a total of \$19,320,000. And still the struggle for supremacy is as far off as the desired end as ever it was!

MEMORANDA.

TO-MORROW, 29th August.

2.45 p.m.—Competition of the Hongkong Rifle Association at Kowloon.

5 p.m.—By kind permission of Major Retallick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

8 p.m.—Entertainment at Wellington Barracks.

9 p.m.—Smoking Concert at the City Hall.

This Sanitary Board is now very busy serving notices (dated 25th August) on property owners to re-align their premises. Wa-to-long house-owners are in the list, and some of them will probably object, because they have already (months ago) been caused by the Board to lay in concrete floors and now it will

LOCAL INDUSTRIES.

GREEN ISLAND CEMENT.

In starting a new industry in a colony like this the question that should be faced from the outset is—"Will the initial difficulties that are sure to crop up be overcome before those who embark in the enterprise lose not only their money but also all hope of steering their enterprise through all obstacles into the high road to absolute success?" In respect of the many enterprises started here during the last quarter of a century how many mistakes have been made—wrong lines gone on from the start, too little or too much capital subscribed, the wrong man put in charge (for the want at times of means to get the right one), unsuitable machinery purchased, miscalculations as to markets to be relied on, and so forth *ad infinitum*, until at length, after losses great and worries well-nigh interminable, the right man is found and the right methods discovered. We are far from averring that this has invariably been the order of the day, but speak only in general terms.

The Green Island Cement Company seems to be a case in point as illustrating our meaning. After struggling through all the initial difficulties of babyhood, turning out first an inferior cement, then a little better, and ultimately a good, though coarse, ground cement which gradually became known as Portland Cement that can be relied on, this Company slowly, but surely, succeeded in convincing users of cement of the merits of their brand, not only in Hongkong, but in most of the other Far Eastern ports also. Now that this Company's cement is as finely ground as the best English brands, can be got in quantity at short notice, is cheaper and in better condition in most cases than the consumer here can hope get the home article, it is overcoming the dislike of many prejudiced persons, and will very soon, we have no doubt, be very popular in the Far East. No better proof of the quality and reliability of the Portland Cement supplied by this Company is required than the fact of its having been used in such important works as the sea-wall of the Praya Reclamation works, the heightening of the embankment of the Tyam reservoir, Messrs. Butterfield and Swire's magnificent new reservoir, and various other works where only the best Portland Cement could be used. The success of local such industries tends to the general good and prosperity of the Colony, and now that the Company have got over the main difficulties and produce a really first-class article, all that remains to be done is to make the cement a financial success, and of this there is no reason for doubt, for great headway has already been made in the right direction.

The foregoing is only a "preliminary chapter," and at an early date we purpose "writing up" all local industries, including cement, fully and faithfully.

AN ENGLISHMAN'S VIEWS OF FREE COINAGE.

Mr. William Henry Grenfell, Chairman of the General Council of the Bimetallic League of England, says the *Tacoma Daily News*, has been interviewed by a correspondent of the *New York World* on the effect of free and unlimited coinage of silver. The *Tacoma* paper quotes him as saying:—

I believe that free and unlimited coinage of silver at a ratio of 16 to 1 in the United States would greatly increase the chance of an international agreement for the adoption of bi-metallicity. I am a strong international bi-metallicist myself, and I should like to see an international agreement headed by England, but I do not believe that it is in the sphere of practical politics. Even our English bi-metallicists are very much divided on the question of the ratio, and it would be impossible to get a proposal adopting any ratio through the House of Commons.

I attended the last two international bimetallic conferences in Paris and Brussels, and I came away from both with the impression that each European country wanted England to show the way, and that if they will for England to show the way they will wait forever. We have a century of mono-metallicism behind us, and the forces opposed to any radical change are too strong.

What is wanted is an electric spark, and this will not come from England. I hope it will come from the United States. When the first step is taken I believe that other countries, such as France, Russia, and, in time, Germany, will join. England would open the India market again, and we should have a stable bi-metallic par of exchange all over the world.

Asked whether he thought free coinage in the United States would lead England into silver mono-metallicism he said:—

My own humble opinion is that the United States is big enough and strong enough and rich enough to maintain a par of exchange. It is not improbable that panic would be organized and that there would be a selling of American securities by ignorance of the cause, and a buying of them by those who believe there would be such a stimulus to trade and such an increase in exports of the United States that gold would begin to flow back in a natural manner. I believe that the way for the United States to keep their gold is to go on to silver.

Further questioned whether a ratio of 16 to 1 would help or hurt the chances of an international agreement upon a truly bi-metallic standard, Mr. Grenfell, who besides being chairman of the League is one of the most successful business men of London, answered:—

I believe that a ratio of 16 to 1 would help the prospects of an international conference very greatly. I enclose a motion which I proposed at the Brussels conference, and which all the delegates approved of. It was incorporated with a pronouncement signed by all the delegates. It was meant to assist the adoption of the 16 to 1 ratio by the United States.

The great difficulty is the ratio, and if the minds of the United States were opened to silver there would be a rise in the price of silver which would greatly help to overcome the difficulty. I feel certain that England will never adopt a ratio of anything like 16 to 1 as long as the market ratio is in the neighborhood of 30 to 1, but I believe that if the price of silver were once raised England would make great efforts to prevent it falling again.

Mr. Grenfell thought also that if bi-metallicism were once started in the United States it would give an enormous impetus to bi-metallic agitation throughout Europe to get different countries to join in a bi-metallic agreement with the United States, and he believed that the agitation would be so strong that it would be impossible for the gold ring to fight against it.

THE ACCIDENT TO THE GALLIC.

Kobe, August 26th.

The accident to the O. & O. steamer *Gallia*, unfortunately, is much more serious than was supposed, and it is believed that it will be necessary for her to proceed to Nagasaki for temporary repairs and to Hongkong for complete overhaul. The dock at the southern port is not available and it will therefore be necessary to send the steamer to Hongkong. We have to-day received further particulars of the accident, and as will be seen, the latest advice, which can be relied upon, differs slightly from the account placed before our readers last night. We were right in supposing that the huge liner had been battered by passing vessels. The channel, we are assured by a gentleman who was on board, was crowded with junk boats, and the *Gallia* actually collided with one coal-laden boat, through the belchman of the junk luffing just before reaching the steamer. Had he held on he would have gone clear. The steamer's way was almost stopped, but she struck the junk on the starboard quarter and the latter shortly afterwards heeled over and shot out a lot of her coal. The *Gallia* immediately lowered a boat in charge of the Chief Officer to go to the assistance of the junk's crew. It was while attempting to pick up the boat that it was seen that the liner was dropping down upon the beach and she was then got under weigh again, but the tide caught her under the quarter and, before it was possible to get her clear, she was driven on to the beach. That was about 6.30 a.m. on the 26th. She was got off about 9 o'clock. We were wrong in saying she was beached on the western shore of Hiko Island. After consultation it was decided to run the steamer ashore in the cove on the north-western side of Hiko Island, just outside of Hiko Bay. There, accordingly, she was put into the mud, as it was seen that she was settling forward. There was water in all three of the forward compartments. No. 3 is in the worst condition. Messages have been sent to Nagasaki for gear and pumps and the services of a diver and it is likely these have reached the disabled steamer by this time.

The unfortunate vessel's mails have arrived, having been transferred, we believe, to an Osaka Shosen Kaisha steamer at Shimonoeki on Thursday evening (23rd), which landed them and some of the passengers at Onomichi at 11 a.m. yesterday, whence they came by rail to Kobe, arriving here at 7.30 last night. We should not omit to mention that the junk, which may be said to have been the cause of this deplorable disaster, partly sighted shortly after her crew were picked up by a passing boat and eventually drifted back to Shimonoeki. When the accident occurred the tide was at the ebb.—*Herald*.

SIGHT TESTS IN THE BRITISH MERCANTILE MARINE.

A Parliamentary paper has recently been issued containing a report by the Assistant Secretary of the Marine Department, to the Permanent Secretary of the Board of Trade, on sight tests used in the mercantile marine for the 16 months ended December, 1895. The report contains three tables: Table I. gives details of each case of failure reported; Table II. shows the percentage of failures to the total number of candidates examined; Table III. gives the nature of the colour defect in each case of reported colour blindness. There is a plate containing specimens of the colours of each series of tests used in the Hongkong test. During the period covered by the report, the new system of tests referred to in the last report has been in operation for the first time, and the percentage of failures in colour vision is slightly higher than under the old system, the percentage under the old system being 38, while under the new it amounts to 39. The total percentage of failures under the new system, including failures in form vision, as well as those in colour vision, is 2.8, while the total percentage of failures under the old system is as before—3.8. One special feature of the new system is the appeal to special examiners which is allowed when a candidate fails to pass in colour. Of the candidates who failed in colour 21 availed themselves of this appeal; eight were passed and 13 rejected. Candidates who fail to pass the form vision test are allowed to be re-examined at intervals of three months. Twelve candidates out of the 115 who failed to pass the form vision test were subsequently passed. The number of officers already in possession of certificates of competency who on coming up for examination failed to pass the test was 5; four masters, five mates, and 15 second mates failing in colour, and one master, 12 mates, and 16 second mates in form vision. No case of failure to pass the test for colour ignorance has been reported.—*Times*.

BORNEO COAL.

In its issue of May 22nd (page 2 of supplement) the *London and China Express* drew attention to the way in which Japan was winning Great Britain as a supplier of coal to the Eastern markets. The figures it gave were certainly sufficient to arrest attention, showing as they did that Japan could lay down coal at Singapore cheaper by \$4.87, or say 10s. 9d. per ton, than was possible for Cardiff. The reason for this is alleged by the *Bimetallicist* (from which apparently our contemporary took its figures) to be owing to the fall of the gold price of the dollar.

Now we not long since drew attention to the as yet unexplored resources of British North Borneo, and expressed a hope that they would soon be ascertained. Meanwhile the figures above given induced us to make enquiries about Labuan coal which has, for very many years past, been sufficiently in evidence. The results are so striking that they are worth the attention of all concerned with steam matters in this part of the world. First, as regards the question of price. The article already referred to gives the prices of Cardiff coal as sold at Singapore as 28s. and of Japan coal as 17s. 9d. Now Labuan coal is sold at that port for from 12s. to 14s. per ton—in any case a considerable saving even on the Japanese price, and at the higher figures that of exactly one hundred per cent upon that of Cardiff coal. That it has not become better known is owing to causes which we need not now enlarge upon. Want of enterprise and former mismanagement had much to do with it, but under existing conditions these defects have been remedied. Truly, the one small colony now worked on the island is not sufficient to give an output which would effectively compete with those of Japan. But there is room for five other colonies in Labuan, and there is very little doubt that fresh openings will, before long, take place.

As regards quality the coal is a free burning and excellent steam coal, and has now established the good name to which it is entitled. An analysis by Sir Chas. A. Cameron, M.D., F.R.S., of Chemistry, B.C.S.I., ex-President Royal College of Surgeons, Ireland, shows:—

Water 12.76 Oxygen and nitrogen 14.50 Carbon 77.82 Sulphur 1.75 Hydrogen 5.76 Ash 1.75 Total 100.00.

The quantity exported in 1895 was under 5,000 tons, in 1896 about 17,000 tons were exported, and in 1895 42,500 tons. This year will show a further considerable increase. Ocean steamers have called in for bunker coal, and the owners, captains and engineers

have all been satisfied with the results of their visits. Amongst others that have been in Labuan lately are the steamers *Albatross*, *Drum*, *Star*, *Eyr*, *Ros*, *Castle*, *Sandhill*, *Headling*, *Ashley*, *Evermont*, *Castle*, and *Congalla*. The biggest steamer that has been in Labuan coasting hitherto is the *Ranza* of Liverpool.

A new wharf has just been completed that will accommodate big steamers better than the old one could. There is a depth of 26 feet alongside the new wharf at low water. Victoria's harbour is safe at all seasons of the year, and let it be noted that it is only at Victoria harbour that coals are loaded. "Raffles" anchorage, which is marked on some old charts, is not now used.

Under these circumstances there is little to wonder at in our Labuan friends feeling somewhat hopeful—we might perhaps say enthusiastic—as to the future of their coal market. Nobody will judge them the success for which they have waited so long.—*North Borneo Herald*.

MADE IN GERMANY.

The cultured Radical is usually about a generation or so behind his age; but the world moves even for him. We observe with gratification, therefore, that a Liberal statesman of great light and leading, by the aid of a popular book and a cheap magazine, has obtained a glimpse of the obvious. The mere "stupid" Tory in his mere stupid way has been saying for some time past that if British manufacturing industry is standing still or going backward, while the manufacturing industry of some other nations is rapidly moving forward, there must be something wrong with our methods and system. Lord Rosebery has found this out. He has been reading Mr. Ernest Williams' "Made in Germany," and likewise an article on that book by Mr. Staid in the *Review of Reviews*; and it has been suddenly revealed unto him that British trade is in considerable danger from the competition of the foreigner. He has looked at one or two of Mr. Williams' summaries and they have alarmed him. He does not like the fact that our export of manufactured goods has fallen from £8.15 per head in 1872 to £5.11s. 3d. per head in 1894. He has learnt with apprehension that while the import of manufactured goods in ten years, the imports of manufactured goods increased by £16,000,000, which seems to show that our manufacturers are proving less and less able to supply our home market, to say nothing of those of other countries. Some other information Lord Rosebery may have acquired from his recent statistical studies; as, for instance, that in a dozen years the German iron industry, from being only half our own, is now on a level with it, and in manufactured iron and steel ahead of it; that British trade with British possessions is almost stationary, while that of Germany and Belgium has increased enormously; that our carrying trade is menaced by the efforts made by the German Government to encourage native shipping and shipbuilding; that Liverpool is no longer the first port of Europe, having been passed by Hamburg, and to all appearance may soon be passed by Antwerp.

All these things have frightened even an old-fashioned Radical like Lord Rosebery, and brought home to him the conviction—long ago felt and expressed in these pages—that we are opposed by foreign competitors who have organized themselves for industrial war against us as effectively as the German prepared for the military campaign against the French in 1870. He tells us, none too early, that if we go on tamely trusting in our glorious old commercial traditions, just as the French soldier, we may be arranging for ourselves analogous disaster and defeat. The subject is about the weightiest that is before the country at present. Beside it most other questions are almost insignificant. What are the incidence of Local Rates, or the squabbles of Irish landlords and tenants, compared to that threatened, or even possible, loss of our commercial supremacy? It is high time our statesmen of all parties were alive to its importance, and we are glad to see Lord Rosebery following the excellent example set by Mr. Chamberlain in his Customs Union speeches and drawing some attention to it. Lord Rosebery suggests a Royal Commission to inquire into the question. By all means. We have had a Royal Commission on Agriculture, and a Royal Commission on Labour; let us have a Commission on Foreign Trade, which is a matter not less vital to us. An investigation that is thorough and impartial is what we want, and what we stand if it is fair and impartial it will do more. It may tell us where and how we fail or at least make it impossible to label all our ailments with an easy and probably a quite incorrect name. Let us not even shrink the examination of matters which most of our public men have an habitual desire to avoid. Now that the mischief is admitted, or partially admitted, there is a tendency to put it down to a single and simple cause. Technical education is the fashionable phrase of the situation. "If all happened because Germany is better educated," says Mr. Staid, "give us more lectures and more laboratories, and all will be well. Similarly the *Daily News*, after reciting a few vague generalizations from the cheap text-books, which used to be current at the Mechanics' Institutes forty years ago and are now largely discredited by modern scientific economists, tells us that nothing more is wanted than that our clerks and travellers should learn foreign languages! To talk like this is mere trifling with the subject. The relative advance of the foreigner is due to many causes, of which these, at least, deserve consideration.

(1) Superior economy and efficiency of management.

(2) Superior technical knowledge.

(3) Comparative cheapness of labour; and lower scale of remuneration for skilled superintendence.

(4) Freedom from labour disputes.

(5) A less extravagant style of living among manufacturers and capitalists.

(6) Greater industry and attention to business as a rule.

(7) Enterprise in pushing the sale of goods, and more adaptability to the wants of customers.

(8) Protective tariffs.

(9) Bonuses, subsidies, and assisted transport.

We shall only fiddle with the question if we decline to examine all these points, and particularly the two last. The disease of the body economic is one of the system; the patient requires general as well as special treatment. To jump at the easy Technical Education nostrum, and drench us with large doses of that, to the exclusion of all other remedies, will leave us as bad as we were before. Technical education by all means; and if our clerks can be taught more French, and German, and Italian, and Spanish, that will do no harm either. But do not let us suppose that we can put things right by an Education Bill or two, any more than that we can dismiss the evidence of facts and figures by half-understood axioms from half-gotten political economy school-books. A Royal Commission which should state in its report that "Your Commissioners have not felt it within the scope of their inquiry" to consider such questions as Tariffs and Bonuses would be a silly farce. We do not say that this is the only question to investigate. But it is one question, and it has to be faced sooner or later. The time is come for examining the whole foundations of our industrial system—fiscal, economic, social, financial, and educational. Let us go into the whole subject

with a solid determination to find out the truth—no matter what prejudices we shock or what order we disturb—and to put our house in order while there is yet time. Otherwise worse things may befall us than a drop in exports or an increase in the shipping of Hamburg and Antwerp.—*St. James's Gazette*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sercombe Smith, Acting *Pro Tem* Judge.)

August 28th.

FETTERS.

The following cases have been fixed for the respective dates:—

Monday, August 31st.

1045—Cheong Nang Ke and anor. v. Cheong Fat. 1,000

Tuesday, September 1st.

1181—Li Yik Loong v. Sol Man Hop alias Sol Fung. 200.84

1215—Sol Man Hop v. Li Yik Loong. 455.60

Wednesday, September 2nd.

1195—Fook Cheong Ayan & Co. v. R. S. Thomas. 351.68

1229—Yee Yee v. Carlows & Co. 275.45

Thursday, September 3rd.

1125—Man Yik Tong v. Hon. F. A. Cooper and anor. 800.00

Friday, September 4th.

1205—Tam Ka Sun v. Tam Chak Yu and anor. 7.70

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1194—Ying Tai Lung v. Ng Fu Hok. 59.01

1214—Ho Kom v. Mok Hop. 2.70

1216—Kung On v. Ye Wo and Ng Cheong. 320.37

1219—Wong Ut Kim v. Tai Hing Cheong firm. 59.00

1223—Gejiam Singh v. Soora and anor. 45.00

1227—Bijam Singh v. Rosario and anor. 25.09

1232—Hing Kee Aing v. U. S. Shiraz. 14.10

1234—Tan Lot v. Kwan Tin Ting. 605.66

Judgment was given for the defendant in the following case:—

1233—Laha Singh v. Yeong Ping. 10.03

SHIPPING AND MAIL NEWS.

MAILS DUE:

Tacoma (Tacoma) to-morrow.

Indian and Straits (Straits) 31st inst.

French (Natal) 1st prox.

American (Belgit) 5th prox.

Tacoma (Victoria) 13th prox.

American (Pera) 13th prox.

Canadian (Empress of Japan) 15th prox.

We are informed by the Agents of the Austrian Lloyd's S.N. Co. that the Company's steamer *Midusa* left Kobe this afternoon for this port.

The O. & O. S. Co's steamer *Belgit*, with mails, etc., from San Francisco to the 8th inst., via Honolulu, has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Triumph, steamer from Helbow.

Pha Chom Kiao, " " Bangkok.

Knight of St. John, " " Moll.

Zephyr, " " Manila.

Kanai, " " Canton.

Araba Maru, " " Kuchino.

Ulrich, " " Swatow.

Aggregating 9,073 tons register.

DEPARTURES.

Nanyang, steamer for Shanghai.

Sirokallan, " " Canton.

Vorwarts, " " Singapore.

Anona, " " Japan.

Kanai, " " Shanghai.

Talung, " " Swatow.

Brind, " " Newcastle.

Holman, " " Coast Ports.

Aggregating 9,211 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Phidola, in Kowloon Dock.

Kiang Tung, " " "

Faig, " " "

Orion, " " "

Empress of India, " " "

Loe Soh, " " Cosmopolitan.

John Bailey, " " "

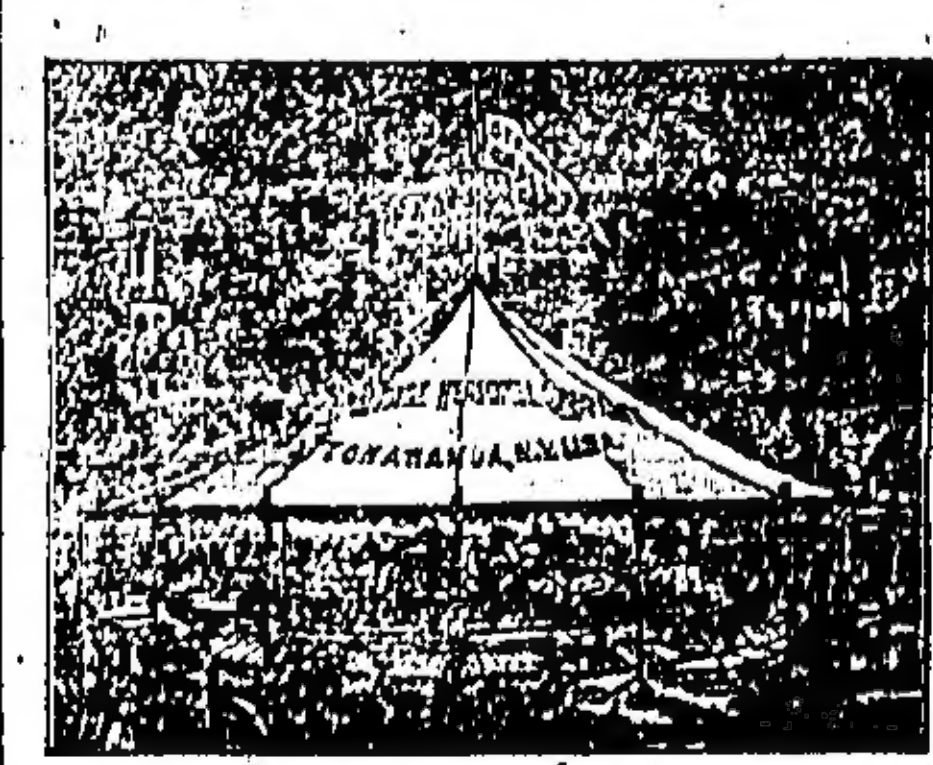
PASSED THE CANAL.

OUTWARD—17th July—*Taney*, *Lander*, 21st July—*Agapanthus*, 21st July—*Hop*, *Wendell*, 21st August—*Bromwich*, *Queen Olga*, *Idun*, *Mars*, *Dorothy*, 7th August—*Ghazet*, *Tava*, *Kunum*, *Natal*, 11th August—*Mamelus*, 14th August—*Caladon*, *Malacca*, *Palmad*, *Ettrichdale*, *Oak Branch*, *Radley*, 21st August—*Crylon*, 24th August—*Onyfa*, 25th August—*Sargidon*.

HOMEWARD—18th August—*Benlawrie*, *Car-marthenshire*, *Glenglynn*, *Preussem*, *Kagoshima*, *Mars*, 21st August—*Achilles*, *Melbourne*, *Thalia*.

Amusement.

LAST TWO DAYS!



THE MANAGER begs to inform the Public

and those who have not as yet availed

themselves of the opportunity of VISITING

and RIDING on the AMERICAN STEAM

RIDING GALLERY that is positively the

Last Week in Hongkong—Good Music, &c.

TO-DAY AND TO-MORROW,

from 3 to 5.30 P.M.

CHILDREN HALF-PRICE.

Hongkong, 27th August, 1896.

Masonic.

ZETLAND LODGE.

No. 545, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th August, 1896. [1336]

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [25]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day, \$ 4.00

One person, per month, \$75 to 90.00

Married couple (occupying one room) per day, 7.00

Married couple (occupying one room) per month, 150.00

Married couple (occupying two rooms) per month, 170.00

Extra Bed Room, per month, \$40 to 50.00

For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [127]

NEW VICTORIA HOTEL.

WE have the honour to inform our PATRONS, FRIENDS and the PUBLIC GENERALLY, that we have made arrangements to OPEN a

ROTISSERIE

in connection with the above Hotel on SEPTEMBER 1ST NEXT.

PRICES.

Breakfast, 50 Cents. Per Month, \$10.00

Tiffin, 75 do. do. 15.00

Breakfast and Tiffin, do. 20.00

Breakfast and Dinner, do. 25.00

Tiffin and Dinner, do. 30.00

Breakfast, Tiffin, and Dinner, do. 35.50

CHOPS, STEAKS, &c., &c., will be served at any time between 7.30 A.M. and 11.30 P.M.

MODERATE RATES.

PRICE LISTS of everything issued Daily

Intimations.

APPETISING COOKERY,

that great desideratum, is readily and economically attained by the use of

BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &c.

A SAVOURY SANDWICH

Is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty little far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

PRICES CONSIDERABLE REDUCED BY WATKINS & CO., Sole Agents.

Hongkong, 28th August, 1896.

EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS

BY THE LOCAL INDUSTRY.
HOLDSWORTH'S COMPOSITION
IS THE BEST AND CHEAPEST IN THE MARKETAND RESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL.
IN TIERS READY FOR USE, F.O.B. ONE TON COVERS 200 SQ. YD. FURN.
"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

REFERENCES—

Hongkong & Whampoa Dock Co.; Blackhead & Co.; W. & A. Co.; Carmichael & Co.;
Chee Wai & Co.; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,
HONGKONG.

Hongkong, 10th August, 1896.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: 5,300,000
Head Office: 15, Avenue Daumesnil, Paris

Railways and Trams, Bridges, and all kinds of Works in Iron, Steel, and Copper. Boilers and Steam Engines, and all kinds of Machinery. Construction and Repairing of all kinds of Works.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the Eastern and Chinese Colonies.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship"TANTALUS,"
Captain Hennes, will be despatched as above on THURSDAY, the 10th September.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1896. [1320]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

S.S. Germania To JAPAN 1st Sept.
S.S. Cassini To JAPAN 1st Oct.
S.S. Federation To JAPAN 1st Nov.
S.S. Cassini To JAPAN 1st Sept.
S.S. Federation To JAPAN 1st Oct.
S.S. Germania To JAPAN 1st Nov.General Agents for China & Japan,
LAURENCE, WEGENER & Co.,
Hongkong, 22nd August, 1896. [1347]

STEAMERS.

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship"BENMOHR,"
Captain Le Bonillier, will be despatched as above on or about SATURDAY, the 1st Sept.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1896. [1327]

"BEN" LINE OF STEAMERS.
FOR LONDON."BENLARI,"
Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1896. [1328]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON."FLINTSHIRE,"
Captain Dwyer, will be despatched as above on or about the 18th September.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 26th August, 1896. [1333]

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Glass, will be despatched as above TO-MORROW, the 29th instant, at 4 P.M., instead of as previously advertised.
For Freight or Passage apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 17th August, 1896. [1275]

"BEN" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA."BENVORLICH,"
Captain Clark, will be despatched as above TO-MORROW, the 29th instant, at 4 P.M.
For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th August, 1896. [1341]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATTAN,"
Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFRAIR & Co., General Managers.

Hongkong, 27th August, 1896. [1352]



NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Chartered Steamship

"KNIGHT OF ST. JOHN,"
Captain A. H. Elliott, will be despatched for the above Ports on MONDAY, the 1st instant, at Noon, instead of as previously advertised.

For Freight, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 26th August, 1896. [1277]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
R. Nelson, Commander, will be despatched on MONDAY, the 1st instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1896. [1318]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"
Captain St. John George, will be despatched as above on MONDAY, the 1st instant, at 3 P.M.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th August, 1896. [1342]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLE, HAVRE AND HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"
Captain Struck, will be despatched as above on MONDAY, the 1st instant.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th August, 1896. [1278]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTONI UNITED COMPANIES)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

VENICE AND TRIESTE, MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

BARCELONA, VALENCIA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"LETIMERO,"
Captain Belito, will be despatched as above on WEDNESDAY, the 2nd September, at Noon.
At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 26th August, 1896. [1345]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"
Captain Drake, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 25th August, 1896. [1343]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

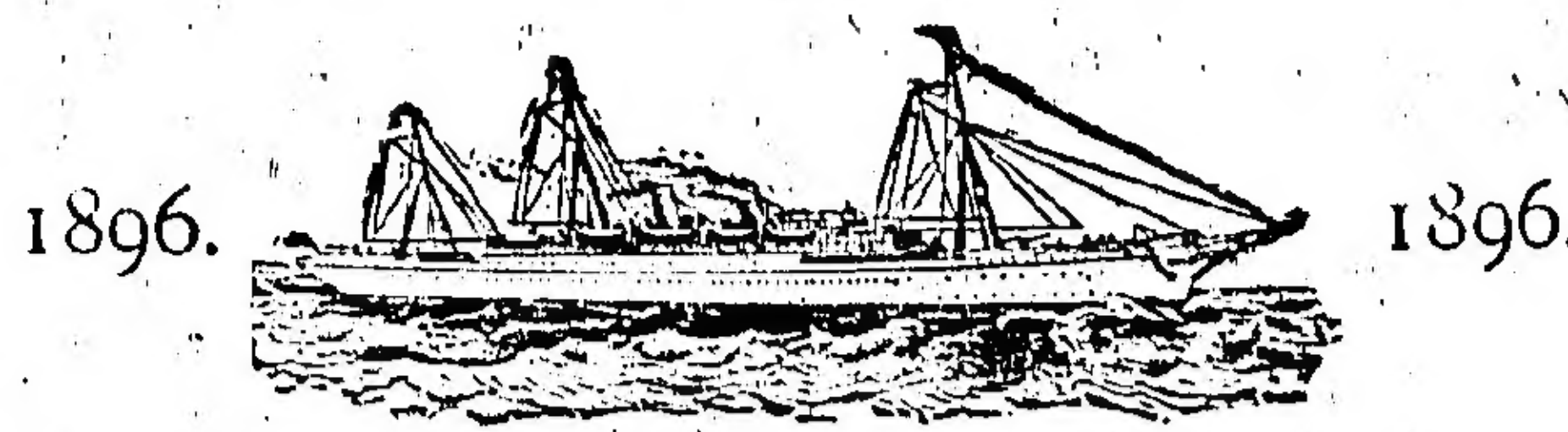
"DIOMED,"
Captain Bartlett, will be despatched as above on TUESDAY, the 1st September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1896. [1312]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 12th August, 1896. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 10th Sept., at Noon.

Gaulle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers on Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Commodore Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896. [13]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND. DAMIERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [68]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 4.49 | Thursday... | Sept. 3.

Victoria 3.167 | Monday... | Sept. 21.

Olympia 3.508 | Friday... | Oct. 9.

Bramar 3.501 | Tuesday... | Oct. 27.

THE Steamship

"TACOMA,"
Captain sailing at Noon, on THURSDAY, the 3rd September, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Polina, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 26th August, 1896. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"ROSETTA,"
Captain F. N. Tildar, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Shamoon, leaving that Port on the 2nd Oct. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1896. [43]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Tuesday... | 15th Sept.

Prinz Heinrich Tuesday... | 13th Oct.

Prinzess Tuesday... | 10th Nov.

Sachsen Tuesday... | 8th Dec.

Bayern Tuesday... | 5th Jan.

Prinz Heinrich Tuesday... | 2nd Feb.

Prinzess Tuesday... | 2nd March.

ON TUESDAY, the 15th day of September, 1896, at 9 A.M., the Company's Steamship "BAVARIAN," Captain B. Blanks, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 12th Sept. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 14th Sept., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 14th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic to Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linn can be washed on board.

For further Particulars apply to MELLACHERS & Co., Agents.

Hongkong, 18th August, 1896. [1302]

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